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PRIVATE TRAVELLERS AT THE
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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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With which is incorporated the
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No. 16,018. 號八十零千六萬一第 日九初月七年元統宣 HONGKONG, TUESDAY, AUGUST 24TH, 1909. 二拜禮 號四十二月八年九零百九千一英港香 PRICE, \$3 PER MONTH.

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[a40-2]

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In Bags 250 lbs. net \$3.45 per bag ex Factory.
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Hongkong, 29th April, 1908. [a827]

NOTICE.

THE CHINESE EASTERN RAILWAY
Co. Administration offers for Sale
METALLIC BREAKAGE and SPOILED
RUBBER in following quantities:-

1. LEON BREAKAGE about 260,000 pounds.
2. STEEL BREAKAGE ... 42,000 "
3. RUBBER CARBON ... 3,000 "
4. BARBIT BREAKAGE ... 30 "
5. ZINC BREAKAGE ... 30 "
6. SPOILED RUBBER about 1,320 "

Persons who like to buy Metallic Breakage
and Spoiled Rubber are asked to make their
Applications not later than 12 o'clock Noon,
the 1st of SEPTEMBER, 1909, to the address of
the Administration's Council, in sealed envelopes
with the following inscription: "Applications
about the purchase of Metallic Breakage of
CHINESE EASTERN RAILWAY Co." All Appli-
cations sent in later than the time above men-
tioned will not be accepted. The Application
must contain:-

1. Christian name, second name, surname
and the address of the purchaser.
2. Quantity and kind of metallic breakage he
wishes to have.
3. Price of each kind separately.
4. With the Application should be enclosed:-
the receipt of a deposit of security in the
Principal Account Office, amounting to
10 per cent. of the proposed price, or the
receipt of a deposit in any Section of Russian
Chinese Bank on current account of the
Railway's Director and the Conditions
signed by purchaser.

All information necessary and conditions can
be procured at the Material Department in
Harbin, daily, except Holidays from 9.30 o'clock
p.m. The Railway Administration has the
right not to sell those parts of breakage on which
the offered price is too low and also has the
right not only to consider the price offered, but
other considerations as well.
CHINESE EASTERN RAILWAY Co.,
Harbin, 23rd June 1909. [a977]

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MERCHANT NAVY
NAVY BOLDED
LONG FLAX
RELIANCE CROWN
TAPPAUING
ARNHOLD, KARBURG & CO.
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1674]

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WAFERS,
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[a83-2]



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FAR EAST.

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Hongkong, 21st July, 1909. [a35]

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[a51]

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THESE HAMS ARE SPECIALLY SELECTED AND CURED
FOR LANE, CRAWFORD & CO., WHO GUARANTEE
THEIR EXCELLENCE AND FLAVOUR.

LANE, CRAWFORD & CO.

Hongkong, 11th August, 1909. [a33]

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[a609]

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as follows:-

Leave	Arrive	Thursday	Saturday or Sunday
Shanghai (Steamer)	Dairen	Sunday	Monday or Tuesday
Ar. Dairen	Shanghai	Tuesday	Friday
Lv. Dairen	Shanghai	11 a.m.	
Ar. Mukden	Shanghai	8.50 p.m.	
Lv. Dairen	Shanghai	9.15 p.m.	
Ar. Changchun	Shanghai	5 a.m.	Wednesday
Lv. Dairen	Shanghai	6.55 a.m.	Saturday
Ar. Harbin	Shanghai	3 p.m.	

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Leave	Arrive	Tuesday	Thursday	Saturday
Harbin (Russian Train)	Shanghai	9 a.m.		
Ar. Changchun	Shanghai	6 p.m.		
Lv. Dairen	Shanghai	7 p.m.		
Ar. Mukden	Shanghai	2.10 a.m.	Wednesday	Friday
Lv. Dairen	Shanghai	2.30 a.m.		
Ar. Dairen	Shanghai	12.30 p.m.		
Lv. Dairen	Shanghai	afternoon		Sunday
Ar. Shanghai	Shanghai	Friday		Tuesday

*Russian Train time is 23 minutes earlier than S. M. R. time.

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SUPERINTENDENT.

[1075]

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String Band Plays during Tiffin and Dinner.
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Residents.

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Every Comfort.
Ladies' Afternoon Tea Rooms.
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A. F. DAVIES, Manager.
[a42]

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
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Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a998]

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A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
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putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
[a45]

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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
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"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

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TELEPHONE 197.

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Table D'Hôte at Separate Tables.

MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. USCHMANN,
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Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL

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MANAGER-MR. H. HAYNES.
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[a1623]

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food, cleanliness and hygiene of the place.

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A most pleasant retreat for those desirous for
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address:-"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a156]

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DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE
M. MATILE } Proprietors.

[a6]

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FOR THE BATH, TOILET AND
HOUSEHOLD.

Promotes a healthy action of the skin, counter-acts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

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HIGHLY RECOMMENDED BY THE
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in three strengths, containing 5%, 10% and 20% of pure carbolic acid.

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SOAP for
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Containing:
**ARNICA, CAMPHOR,
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CARBOLIC ACID**

A. S. WATSON & CO.

LIMITED,
THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909. [29]

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

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HONGKONG OFFICE: 10A, DES VETUX ROAD
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 24TH 1909.

Two letters appeared in the *Daily Press* last week concerning the lack of educational facilities at the Peak, and surprise has been expressed to us that there have not been a dozen or a score of letters endorsing the suggestion that the Government should establish at the Peak a Kindergarten School. An elementary school of some kind has long been needed at the Peak, and a school on the Kindergarten system seems well calculated to meet the special need of the district. We do not know what the juvenile population of the Peak actually is, but we are probably not far wrong in estimating that a Kindergarten school could count upon an attendance of at least forty children under the age of nine. The lack of educational facilities in the district certainly is not creditable to the Government of the Colony. Perhaps it is true, as one of our correspondents suggested, that the responsible authorities have hitherto assumed that "all Peak residents are wealthy taipans and can afford to provide private tuition for their children," but we can hardly believe that the Government actually need the assurance that such is not the case. That the authorities recognise to some extent that there is a juvenile population at the Peak which ought to be at school was evidenced by the fact that only last year the Inspector of Schools publicly appealed to parents on the Peak to send their children to the British School at Kowloon. We cannot suppose that Mr. Wolfe, who was then filing that

position, had given a moment's previous consideration to the suggestion. Parents at the Peak can hardly be seriously expected to send their young offspring an hour's journey to a school. Apart from considerations of cost in tram and ferry fares and for rickshaws or chairs, the suggestion that young children should be required to make such a journey is too unreasonable to appeal to any parent. A school is needed on the Peak, and it certainly would not severely tax the resources of the Government to provide it. No costly school building is necessary; the accommodation required could be provided at very small expenditure, and it is believed that the running expenses of the school would be met very largely, if not entirely, out of the school fees. In a changing community like ours the provision of educational facilities is essentially a matter for the Government and not for private enterprise. Under Government control the continuity of the school would be assured, and it is desirable in other respects that it should be under the aegis of the Director of Education.

Our correspondent "Children's Friend" emphasised in his letter the fact that to teach the Kindergarten system properly it is essential that a certificated mistress be employed, and anyone who knows how widely the method of teaching in Kindergarten schools differs from the methods which obtain in the ordinary elementary schools will at once recognise the value of that suggestion. For the information of those whose ideas of the system may be vague, we may explain that the Kindergarten School carries out LOCKER'S idea that "all the plays and diversions of children should be directed towards good and useful habits, or else they will introduce evil ones." It is frequently spoken of as the FROEBEL system, for it was FROEBEL who reduced these ideas to a system. Our correspondent spoke of the system as one for developing the faculties through play. It is now-days admitted to be the most attractive and philosophical form of infant development the world has ever seen. Children are taught not what to think, but how to think. Much care is given to the training of the senses, especially those of sight, sound and touch. Intuition is recognised as the true basis of knowledge, and those who have seen the system properly taught will endorse FROEBEL'S dictum that something is done for children which even the ideal mother in the ideal family could not do. Play, the child's chief employment, is so organised for them as to draw out their capacities of feeling and thinking and even of inventing and creating, and it is all done in such a way that young children from the age of three upwards enter into these playful occupations with the keenest delight, and obviously to their lasting benefit. The suggestion that a school of this character should be established at the Peak is, we know, generally endorsed by parents living in that district, and we trust the suggestion which has been put forward will receive the prompt and favourable consideration of the Government.

Only one case of plague was reported in the Colony last week.

At the Magistracy yesterday four Chinese were fined \$100 each for making fast their sampans to the ss. *Ithaka* while she was under weigh in the harbour.

A passenger on the steamer *Hoi Tung* while asleep in a cabin on the way down from Canton had his basket containing a quantity of clothing, valued at \$30, stolen from his side.

A Chinese who failed to stop when hailed by the water police and who threw coal overboard from his sampan in order to avoid arrest was at the Magistracy on Monday fined \$50.

Sanitary Inspector Beadie reports to the police that the brass fittings have been stolen from a water cart belonging to the Sanitary Department at the foot of Pottinger Street.

The Directors of the Whampoa Conservancy Board have decided to recommend to the Viceroy of the Liangkang Provinces that the agreement of Mr. de Rijke, the engineer-in-chief of the Board since its establishment three years ago, be renewed for another year.

The Full Court yesterday reversed the decision given by the Chief Justice in December last in the action brought by Messrs. S. J. David and Company against their Comprodor for the recovery of \$648,816, damages due under agreement. The decision of the Full Court was in favour of the firm, with costs in the Court below and on the appeal.

Hankow is developing a business in frozen pigs, and Tientsin a business in frozen cattle. Large purchases of cattle are being made in the Chih and adjoining provinces. They are shipped from Tientsin to Chinwangtao, where they are killed, their carcasses frozen, and then shipped under contract to Vladivostok. This new business, it is said, promises to grow into one of very large proportions.

The English Mail of the 24th July was delivered in London on the 21st inst.

H. B. M.'s Consul at Batavia has informed the Government by telegram that quarantine against Hongkong in Netherlands India has been removed. We have also received an intimation from Mr. de Bous, the Consul-General for the Netherlands at Hongkong, to the same effect.

A Grand International Race Meeting will take place at Vladivostok, under the auspices of the Primorsky Race Club, on September 5, 8, 12, 15, 18 and 29, when some 180 specially imported horses will compete, including eighty-seven Japanese imported and country-bred racehorses. There will be eight flat races and one trotting race each day. During the Race Meeting all foreign hotels in Vladivostok will make a 25 per cent. reduction on the usual tariff rates.

All those who had anything to do with the building, fitting or launching of the large motor boat *Tien Ma* will be pleased to learn that she has more than fulfilled expectations on the run from Wuchow to Nanning. On the trial trip of the vessel in the harbour it was mentioned that this run would be accomplished in seven days, but news has just been received here from Mr. Banker, the owner of the vessel, that on her maiden trip the *Tien Ma* completed the voyage in four days.

Reports which have reached Shanghai, says the *Mercury*, point to the conclusion that almost an epidemic of illness has broken out among the children holidaying at Weihaiwei. Neither the cause nor the nature of the sickness which is prevalent has transpired, but it is reported that several of the children of Shanghai residents are ill, one or two said to be dangerously so. The death of a child is also announced, and generally speaking, as far as juveniles are concerned, the present season seems to be stamped with misfortune.

Cleanliness is not always next to godliness. At 21, Elgin Street, where lived some of the Registrar-General's staff and several schoolboys, washing the floors was carried out the other day with the result that water passed through the floor down into the grocer's shop beneath. As it destroyed some of the grocer's stock he became very wrath, and going upstairs found one of the boys, whom he promptly laid out. The boy was sent to the hospital and on his discharge the matter came before the Magistrate yesterday, who imposed a fine of four dollars on the grocer for the assault.

It is reported in the Chinese press that Portugal has lately passed a new Extradition Act providing that no Chinese fugitive criminal in Macao shall be extradited unless his crime is proved by eight witnesses. The Acting Viceroy of the Liang-kwang Provinces has requested the Chinese Ministers to France, Spain and Portugal to demand the repeal of this law, on the ground that having regard to the fact that Macao is so close to Hongkang and the neighbouring districts many Chinese criminals have from time to time taken refuge in Macao, and the law will constitute a menace to China's internal peace. Moreover, the law is contrary to the treaties between China and Portugal.

Dr. Martin R. Edwards, of the Harvard Medical School, has arrived in China for the purpose, it is announced, of establishing, either at Nanking or Hankow, a branch school of that institution and also a laboratory for the purposes of studying diseases peculiar to China. It is stated that the Harvard trustees have set aside a fund of half a million gold dollars for the purpose of furthering this work. Dr. Edwards will first visit Nanking where he will make a study of the work being done in the hospitals already established there, and from there will proceed to Kinkiang, Kuling and Hankow. He will consult with men now in medical work in China as to the best way to further the project he has in hand.

SHOOTING.

A climb to Tai Hang Rifle Range at this season of the year, with the prospect of a "bleaching" on getting there, cannot be regarded in the light of a picnic. Nevertheless, nine members of the Volunteer Infantry Company mustered sufficient interest and energy to turn up on Saturday and Sunday to shoot for Captain Wood's Cup and for practice.

Good scores on this range are difficult at the best of times, so, with a trying glare at the targets and a tricky wind upsetting calculations, low scoring was only to be expected, particularly as most of the competitors are beginners.

Appended are the aggregate scores for the cup.

Private Elliot	91
Private Stewart	90
Loc. Cpl. Adams	87
Private Adams	78
Phillips	77
Stainfield	76
Taylor	74
Hill	71
Curwen	60

WEATHER REPORT.

On the 23rd at 11.55 a.m.—The barometer has risen moderately to slightly over Japan and the E. coast of China.
Pressure is high over the Sea of Japan, and over the N. part of the China Sea and the Pacific towards the Loochoos. It is relatively low over N. China.

Light monsoon may be expected in the Formosa Channel, and light variable winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.75 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	S.W. winds, light; thunder showers.
Formosa Channel	S.W. winds, light.
South coast of China between Hongkong and Loochoos.	Same as No. 1.
South coast of China between Hongkong and Loochoos.	Same as No. 2.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance 1894]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE NEW GOVERNOR OF NETHERLANDS INDIA.

LONDON, August 23rd.

The appointment of M. Idemberg as Governor-General of Netherlands India is now officially announced. He takes up the post in December.

GREAT FLOODS IN AUSTRALIA.

LONDON, August 23rd.

Heavy rains have caused the greatest floods which have occurred in Australia during the past forty years. Bridges have been demolished, railways interrupted, and great loss of stock is reported.

THE CRETAN AFFAIR.

LONDON, August 23rd.

The Cretan Government has handed to the Consuls a written assurance regarding the hoisting of the Greek flag.

The Consuls have requested certain alterations in the text of the document.

LATER.

Following the Council of Ministers at Constantinople on Saturday, the Press was officially informed that the Greek reply had been accepted as satisfactory.

AVIATION WEEK.

LONDON, August 23rd.

The opening day of the Great Aviation Week at Rheims was marred by wind and rain.

Towards evening the wind dropped and the unprecedented sight was witnessed of nine aeroplanes racing simultaneously.

The honours went to Lefebvre on a Wright biplane for speed, stability and dirigibility.

ANOTHER ACCIDENT TO WELLMAN'S BALLOON.

LONDON, August 23rd.

The Wellman balloon started for the North Pole and rapidly covered 32 miles, when the machinery broke down.

THE WASHERMAN.

Gaunt and ragged!
Lean and ragged!
In his bag he
Dips to find
Shirts and "socks,"
Ladies' "frocks,"
Nothing shocks his
Native mind!
By the water
(With his daughter),
Where he's wrought a
Thousand rents,
There he swings 'em,
Wrings 'em, flings 'em!
And he brings 'em
One month hence!

—Fochow Echo.

UNITED STATES AND JAPAN.

A TREATY DISPUTE.

A question of treaty interpretation has arisen between Japan and the United States.

The Commercial Treaty which became operative in 1899 and was to remain in force for twelve years provides that either high contracting party shall have the right at any time "thereafter" to give notice of its intention to terminate it, and that at the expiration of twelve months after notice is given the treaty shall terminate.

The question which has arisen is as to the meaning to be placed on the word "thereafter." The Washington Government maintains that notice of termination can only be given after the lapse of twelve years, which would give the treaty a life of thirteen years. The Japanese Government contends that it was clearly the intent of the negotiators that the treaty should be terminable twelve years after it became operative, and this contention is sustained by the fact that all other commercial treaties negotiated at that time run for twelve years, and that a slight change in the wording of the British treaty removes any obscurity and makes it plain that either party could denounce the treaty after eleven years had passed.

The Japanese Government is anxious to abrogate the treaty for two reasons. It is considered to be unduly favourable to the United States, and as the commercial treaties with all the other Great Powers will expire in 1911, Japan wants new treaties to become effective simultaneously. The fact that the treaty is favourable to the United States is the reason why the Washington Government is in no hurry to terminate it, and at present it takes up the position that the treaty will remain in force until 1912.

COMPANY MEETING.

HONGKONG AND WHAMPOA DOCK COMPANY.

The ordinary half-yearly meeting of shareholders in the above Company was held yesterday in the offices at Queen's Building. The Hon. Mr. W. J. Grasson presided, and there were also present:—Mr. Paul Clater, Messrs. H. P. White, D. W. Craddock, W. Helms, J. W. Bandow, E. G. Barrett, S. Silverstone, H. A. Siebs (directors), W. Wilson (Acting General Manager), G. A. Caldwell (Acting Secretary), H. W. Slade, J. W. C. Bonnar, R. Mitchell, A. V. Apsar, J. P. Brags, H. Percy Smith, W. E. Clarke, J. Cox, Edwards, H. G. White, A. Ough, D. Macdonald, E. C. Wilks, T. I. Rose, W. H. Wickham, J. A. Chiny, Choo Loop Choo, Ho Fook, K. Sayce, Ho Yu, Cheung Pui Kai, N. M. H. Nemasee, and Chan Sui Ki. The Acting Secretary having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—The report and accounts having been in your hands for some time, with your permission, I will follow the usual custom and take them as read. Your Directors regret the unsatisfactory result of the six months' working, the profit earned being less than for any period since the latter half of 1899. This unfortunate result may be attributed to the keen competition now experienced, and the consequent narrowing of margins of profits, also to the prevailing depression in the shipping trade. The total tonnage of merchant ships and men-of-war docked during the period under review shows a falling off of some 165,000 tons as against the previous half-year. The net profit for the six months ended 30th June 1909, amount to \$76,609.93, as compared with \$261,981.53 for the previous half-year and \$274,577.68 for the corresponding period of 1908. Including the balance of \$387,078.77 brought forward from last account, and deducting Directors' and Auditors' fees, we have available for appropriation the sum of \$420,162.36, out of which your Directors propose, subject to your approval, to pay a dividend for the half-year of 3 per cent, or \$1.50 per share, absorbing \$75,000.00, and carry forward the balance, \$345,162.36 to new account. Certain instalments having been received on account of work in progress, the item "sundry creditors" is higher by some \$90,000.00 than in the last account, while "sundry debtors" is less by some \$95,000.00. The value of material on hand shows a further reduction of about \$66,000.00. The whole of the Company's buildings, docks and plant have been kept up in a state of thorough working order, and the addition of a few up-to-date machine tools at Kowloon Dock will increase the efficiency of the establishment. It has been necessary to relay the permanent way throughout the yard at Kowloon, substituting heavier rails for those previously in use, which experience proved to be too light; the cost, \$7,853, has been paid out of revenue. Reorganization.—Since we last met we have received Mr. Dyer's report and after careful consideration of his recommendations, some progress has been made which, your Directors trust, will in the future result in the more economical working of the Company, and, at the same time, by greater efficiency and the adoption of more modern methods in our system of book-keeping and allocation of departmental charges, enable us with greater accuracy to arrive at the actual cost of production of all articles turned out at our works, and thus place us in a better position to compete for all work that may be offered. Mr. Mitchell, a very old servant of the Company, tendered his resignation, which was accepted, and he left the Colony in April last. Your late Secretary, Mr. Rose, had an agreement running on until November, 1911; this has, by mutual consent, been cancelled, by a payment to Mr. Rose, with which we trust he is satisfied, and that you, gentlemen, will approve of our action in this matter. To replace the gentleman just referred to, we have engaged as Chief Manager Mr. Robert Norton Dyer for a period of three years, with an option of renewing for a further two years. Mr. Dyer will select and engage, on terms agreed upon by your Directors, a Secretary who is thoroughly conversant with the book-keeping, time-keeping and costing of a ship-building or engineering business. In the accounts before you under this heading you will observe that there has been an expenditure of \$37,777.34. This includes Mr. Dyer's salary and expenses for coming out and reporting on the affairs of the Company, the payment to Mr. Rose referred to, and Mr. Mitchell's passage money to England. Now, gentlemen, you may well feel anxious to know in what way you are to benefit by this expenditure. It is proposed to move the Head Office over to Kowloon, retaining on this side in less costly premises one senior and one junior clerk, with the comptroller and staff. It is considered that a great deal of the work hitherto done in the Hongkong office is superfluous, and that by the amalgamation a considerable saving will be effected. There are also several changes contemplated in the management of the various docks, all tending towards economy, and we have in view a reduction in expenditure of from \$5,000, to \$5,500 per annum. The only further known payment is that of some \$25,000, for lengthening and providing increased office accommodation in the present drawing office at Kowloon, but as this is a permanent improvement, it can properly be added to the book value of Kowloon Dock. There is one further matter to which I must refer, and that is the valuation of our stock. Your new manager is of opinion that it is necessary to write down values as they at present stand in our books, they having hitherto been based on cost. Your Directors, recognising that this is a matter of primary importance, have arranged with Mr. Finlay Miller to go through the stock in conjunction with our new store-

keeper recently arrived from England, and value it item by item. This is now in progress but, as you will readily understand, it is a big undertaking and must necessarily occupy time. In the past stock has only been valued at the end of each year. We regret not having the figures to place before you at this meeting, but on Mr. Dyer's return in October next they will be submitted to him, and I promise you, should any adjustment be found necessary, it will be carried out before we come before you with our accounts to the 31st December next. Since Mr. Mitchell's departure, Mr. Wilson has been acting as Chief Manager, and your Directors inform you with regret that he has made up his mind to retire in a few months' time. I gladly take this opportunity of thanking Mr. Wilson for the whole-hearted way he has carried on the work, and to wish him good health and prosperity wherever he may elect to settle. Gentlemen, I have endeavoured to make the position clear to you, but should any shareholder require further information, I shall be pleased to afford it to the best of my ability.

There being no questions, The CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. SIADE—I regret that the report which I have now the pleasure to second is not a more satisfactory one, but I do not think anyone can have looked for anything better. The depression in trade and the keen competition which we have had to encounter are evidenced by the deficiency of 165,000 tons of tonnage entering the Docks as compared with last half-year. I hope, however, that this may prove the Company's low water mark and that from now on we may see a gradual but continued improvement. I am led to this hope by what has been told us regarding the reorganization scheme. I myself, like many other shareholders, thought this scheme should have been brought forward some years ago, and we might now have been in a better position than we are to-day, but now that it has been entered into I am glad to find that the Board has taken it up so thoroughly. Economies to the extent of from \$5,000 to \$5,500 per annum are already in view, and I hope that when Mr. Dyer comes back and settles down to his work he will be able to increase these economies and at the same time maintain and possibly improve the efficiency of the Docks. The Chairman has referred to the question of stock. This is an item which bulks very largely in our balance sheet, standing at \$1,250,000. I am sure it is a wise thing to have a thorough revaluation of this, but I hope the Chairman's remarks do not portend the appropriation of any large sum out of the profits of this half-year for the purpose of writing down values. One of the results of our reorganization scheme has been the retirement of certain members of our staff. I think you will all agree with me, gentlemen, when I say that we appreciate most highly the valuable services they have rendered us for many years past. At the same time, I should like to welcome our new chief manager, Mr. Dyer, and to wish him every success in the extremely arduous task which he has undertaken. I have much pleasure in seconding the adoption of the report and accounts.

The motion was carried. The CHAIRMAN: Thank you for your attendance, gentlemen. Dividend warrants will be ready to-morrow.

SHANGHAI COTTON SPINNING COMPANY.

The first annual general meeting of the Shanghai Cotton Spinning Company was held last week at the offices of the Mitsui Bussan Kaisha, No. 49, Rzechuen Road. There were present: Messrs. M. Fujio (Chairman), H. Robertson, C. E. Roach, H. E. Morris, A. Woods, Y. S. Ching, D. Hatanaka, K. Ono, So Pao-sun, Chih Chiao-chow (Mr. Li-shan), J. Morita, K. Ohara, Hsing-sheng, Hsi Chin-liu and Wang Chen-pao, representing 6,805 shares.

The CHAIRMAN said: Gentlemen.—The report and accounts of the company have been in your hands for some time and with your permission I will take them as read. You will see that the profit on the working account amounts to Tls. 123,553.76, and the balance at credit of profit and loss account, including balance brought from two old companies amalgamated, to Tls. 171,956.26. Out of the net profit your directors propose to write off Tls. 22,676.00 from the book value of buildings and furniture; to pay a dividend at the rate of Tls. 7.50 per share, absorbing Tls. 125,070.00; and to carry forward to new account the balance, Tls. 24,202.26. This result may be considered satisfactory, but before asking you to adopt and pass the report and accounts, I wish to make a few remarks. The year 1909 has, on the whole, been active during the period covered by this report, enabling us to work both mills day and night throughout, and we hope that the continued activity of demand for yarn may bring about the same satisfactory result for next year, notwithstanding the high price of the raw material now ruling over the market. Constant care has been bestowed on improvements to the machinery, some eighty thousand taels having been spent for renewal and repairs since January last year. I am fully confident that its value has been increased so that we need not appropriate any money for the depreciation thereof.

As you are aware, we are issuing the balance of authorized capital representing 3,324 shares of Shanghai Taels fifty each at par, exclusively to existing shareholders, as your directors consider it advisable to do so in the best interests of the company. If any shareholders wish to put any questions I shall be pleased to answer, them to the best of my ability.

There being no questions, the following resolutions were put to the meeting and carried unanimously:—

Proposed by the CHAIRMAN and seconded by Mr. H. ROBERTSON: That the report and accounts, as presented, be accepted and passed.

Proposed by the CHAIRMAN and seconded by Mr. ROACH: That a dividend of Tls. 7.50 per share be paid.

Mr. Horatio Robertson was elected a director, and Mr. C. E. Roach was elected auditor.

On the motion of Mr. ROACH and seconded by Mr. So Pao-sun, it was resolved that the staff be given a bonus, to be arranged by the directors.

Votes of thanks were passed to the general agents, the Mitsui Bussan Kaisha, and to the manager, Mr. M. Fujio.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PUNES CODES: A.B.C. 6th Ed-Liver.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 3 per cent. per SHARE for the SIX MONTHS ending 30th June, 1909, Declared at MONDAY'S ORDINARY HALF-YEARLY MEETING, will be Payable at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 24th August, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 24th August, 1909. [1103]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 25th August, 1909, at 10 A.M., at Army Ordnance Stores, Queen's Road East, THE FOLLOWING GOVERNMENT STORES:

At the Arsenal Yard:—
IRON BEDSTEPS, LAMPS TRACING, LAMPS SNAIL, BARK-FIELD FILTERS, PUNKAL LAMES, EARTHENWARE, FLINTS, BRASS, CUPRONICKEL, GUN METAL, COPPER, LEAD, WHITE METAL, ZINC, STEEL CAST, WROUGHT AND GALVANIZED IRON, LEATHER, GROUND SHEETS, BLANKETS, TALLIED AND PLAIN CANVAS, ROPE, DOOSOOTIE, BUNTING, WOOLLEN RAGS, OLD WOOD, IRON DRUMS AND CYLINDERS, PAINT KEGS, PACKING CASES, &c., &c., &c.

A QUANTITY OF PART-WORN CLOTHING Catalogues can be had at the Ordnance Office or from the Auctioneers.

TERMS OF SALE:—Cash on delivery. All faults and errors of descriptions at Purchasers' risk; on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 24th August, 1909. [1104]

SHIRE LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship "FLINTSHIRE," having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 28th inst., at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns where they will be examined at 9.30 A.M. on the 28th inst. No Claims will be admitted after delivery of goods has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized.

Optional goods will be landed here unless instructions are given to the contrary before TO-DAY.

JARDINE, MATHESON & Co., Ltd.
Agents.
Hongkong, 23rd August, 1909. [1102]

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"CATHAY," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 30th inst., at 9.30 A.M.

All claims must reach us before the 4th Sept., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by the undersigned.

MELCHERS & Co.,
Agents.
Hongkong, 23rd August, 1909. [6]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"SILESIA," having arrived, Consignees of Cargo are hereby informed that their Goods will be landed into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 30th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst. will be subject to rent.

Bills of Lading will be countermanded by SANDER, WIELER & Co.,
Agents.
Hongkong, 23rd August, 1909. [3]

PUBLIC COMPANIES

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1909, at the Rate of TWO POUNDS STERLING Per Share of \$125 is Payable on and after MONDAY, the 23rd August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. E. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909. [1100]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the half year ended 30th June, 1909, of TWO DOLLARS PER SHARE. DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the 24th instant, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 15th August, 1909. [1074]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

SUTTON'S SEEDS

Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS IN AIR-TIGHT CASES.

To be obtained from.

CHINA EXPRESS CO.,
Telephone 658. 3, Duddell Street. [50]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .550, at \$6.47 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [523]

GENTLEMEN, WE HAVE

SOMETHING TO SUIT

YOU!

JUST UNPACKED.

A Fine Stock of GENTLEMEN'S & HOSE (SOCKS).

Assorted Shades and Designs. Black, Tan, Striped, Checks, Lisle and Silk Lisle, Double Heel and Toe, Plain and Lace Worked.

Warranted Fast Colours.

Guaranteed Stainless.

HOOSAIN-ALI & Co.
Hongkong, 3rd August, 1909. [41]

GRACA & CO.

(Established 1896.)
No. 27 DES VŒUX ROAD.

Dealers in POSTAGE STAMPS

AND VIEW POST CARDS.

Just Received a Selection of SENE'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each. Inspection Invited. [910]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS.

Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

A. TACK & CO.,
PHOTO-SUPPLIES,
26, DES VŒUX ROAD, CENTRAL.
Hongkong, 20th August, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

INTIMATIONS

HONGKONG JOCKEY CLUB

NOTICE.

MEMBERS wishing to put down for Subscription Grifflins for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 28th July, 1909. [1014]

MESS AT PEAK

THERE will be a VACANCY, One or Two—Men, from 1st September. Well Furnished House, Peak. Good Cook. Apply, in confidence.

ALPHA,
Care of "Daily Press" Office.
Hongkong, 19th August, 1909. [1093]

THE DAIRY FARM CO., LTD.

CHOICE AUSTRALIAN

BEEF, LAMB, MUTTON, RABBITS AND HARES.

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—WM. MEYERINK & Co.
Hongkong, 2nd July, 1909. [920]

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, OFFICES and GODOWN.

Victoria Building, Rooms suitable for Offices. No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club.

DAVID SASSOON & Co., Ltd.
Hongkong, 7th August, 1909. [1054]

TO LET.

NO. 1, ORMSBY TERRACE.

No. 5, BARROW TERRACE. Cheap Rental. The well known Durbar House.

Apply to—SPANISH PROCURATION.
Hongkong, 31st July, 1909. [1026]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, II. Floor.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—REUTER, BRÜCKELMANN & Co.
Hongkong, 1st July, 1909. [911]

POPULAR SUMMER RETREAT.

ONE of the BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sanatorium, near Fochow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.

Fochow, 22nd May, 1909. [794]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October 1st, present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [818]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"PERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.

HOUSES IN LYEMOON VILLAS, Kowloon.

Apply to—ARRATON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 24th August, 1909. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET.

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings.

Also, GODOWN, No. 9, Duddell Street.

Apply to—A. B. AVASIA,
1, Duddell Street.
Hongkong, 1st July, 1909. [912]

TO LET.

GROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings.

Apply to—A. B. AVASIA,
1, Duddell Street.
Hongkong, 10th August, 1909. [941]

TO LET.

NO. 1, GARDEN ROAD, Kowloon. Eight-Roomed House and Tennis Court.

Apply to—H. M. H. NEMAZEE,
9, Peddar's Hill.
Hongkong, 14th August, 1909. [1073]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 4th August, 1909. [1035]

TO LET

TO LET

GODOWN, No. 5A, DUDDELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [98]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shanklin Road.

PREMISES at SHAMSHU, CANTON, now in occupation of the Canton Kowloon Railway.

THE FYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street.

ROBSON ROAD, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE—Tor Carter, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 14th August, 1909. [100]

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.

Apply to—WM. MEYERINK & Co.
Hongkong, 2nd July, 1909. [920]

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, OFFICES and GODOWN.

Victoria Building, Rooms suitable for Offices. No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club.

DAVID SASSOON & Co., Ltd.
Hongkong, 7th August, 1909. [1054]

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann & Co. for Tiffin Rooms.

Apply to—YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tung Lap Ting's Godowns East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—KAM FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDAR STREET.

Apply to—Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon.

1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai, Area 35,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

TO LET.

NO. 2, OLD BAILEY. Immediate possession. Moderate Rental.

Apply to—ARRATON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 7th August, 1909. [1053]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in LIP TON TERRACE, OFFICES to Let, No. 2, Connaught Road, 3rd Floor.

NO. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [97]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 41,000 SQUARE FEET. 990 YEARS' LEASE.

For Particulars, apply to—GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

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NOTICE.

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JOHN D. HUMPHREYS & SON,

Hongkong, 18th August, 1909. [1083]

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A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

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[958-1]

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A French Remedy for all irregularities, Disorders of the Liver, Biliousness, Indigestion, Headache, etc. It is the only medicine that can be taken at any time, and in any quantity, without the least inconvenience. It is the only medicine that can be taken at any time, and in any quantity, without the least inconvenience.

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AGENTS—YOKOHAMA, M. ABADA, Esq.

CHINKIANG, Messrs. GRABING & Co. MANILA: Messrs. MACONDEAT & Co.

For Particulars apply to H. OISHI, No. 2, Pelder, Street, Hongkong, Hongkong, 9th January, 1909. [665]

SUPREME COURT.

(Continued from page 3.)

1898, accompanied by her little daughter, who was some eight, nine or ten years old at that time. By the same steamer, the *Guthrie*, by which she travelled to Hongkong, the defendant, John Lemm, also travelled. He was accompanied by his wife, who at that time was a great invalid, and who shortly afterwards returned to Australia and unhappily died. Mr. Lemm married again. The acquaintance thus formed between Mr. Lemm and Mrs. Mitchell on the *Guthrie* lasted for some time like six years, ripened into an intimacy which ultimately resulted in criminal intercourse taking place between them on several occasions while Captain Mitchell was away at sea with his ship in the performance of his duty. Mrs. Mitchell was an Australian, and Mr. Lemm, Counsel understood, was also an Australian. On Captain Mitchell's arrival here Mrs. Mitchell introduced Mr. Lemm to him, and the Captain received Mr. Lemm as a friend of his wife's, opened his house to him, and extended the hospitality which he would extend to any friend of his wife's. In return for that confidence and hospitality Mr. Lemm had inflicted wrongs upon Captain Mitchell of which the latter complained now. Counsel said he would offer evidence of acts by which the jury would be bound to draw the inference that the parties took the opportunity offered them to do the acts of adultery charged against them. He should have, in order to bring home the charge to the defendant, to call the servants. That was a distasteful thing to have to do, but in this case it was almost unavoidable. Europeans living in the neighbourhood at the time would also be called to give their testimony. Counsel said he would call evidence to show that Mrs. Mitchell decided to form a gentleman's mess in her house, and this was done without the knowledge of Captain Mitchell. He would prove that while a Mr. Watkins and another member of the mess only had meals at the house, Mr. Lemm not only had his meals there, but slept there night after night during the time Captain Mitchell was away. He would also prove that while Mr. Lemm was in the house at night the only other occupants, barring the servants, were Mrs. Mitchell and her young child. From that fact he would ask the jury as reasonable men to draw the conclusion that adultery was committed by the parties. When Captain Mitchell returned home he was informed by his wife that she had formed a gentlemen's mess. He strongly disapproved of it and requested her to stop it. It would be proved that Mrs. Mitchell never told her husband that Mr. Lemm slept at the house; that she kept it as a secret from him, and that he never heard of it until some three or four years afterwards. Counsel then proceeded to ask the jury for substantial damages.

His Lordship—It is utterly out of order to discuss damages with the jury.

Sir Henry Berkeley—I have the right to ask the jury to give such a sum.

His Lordship said that Counsel could say no more than ask for heavy damages.

Sir Henry Berkeley—I must tell the jury why they should give me heavy damages.

His Lordship—You cannot say because the plaintiff is bankrupt that he must get heavy damages.

Sir Henry Berkeley—I can ask them to give me such an amount of general damages as will relieve him from financial difficulty for the future.

Mr. Slade—Set him up for life!

Sir Henry Berkeley—No, not to set him up for life. But the jury are entitled to give a man such damages as they think fit and right, and I can ask them to give the plaintiff such damages as will prevent him from lying under financial difficulties for years to come on account of the proceedings he had to take.

His Lordship—The utmost the jury can do, if they find the case as exceedingly bad, is to give vindictive damages.

Sir Henry Berkeley said he would ask them to give vindictive damages to mark their sense of the gravity of the offence committed by the defendant.

After this, Mr. Mitchell, examined by Sir Henry Berkeley, said he did not know that the defendant was occupying a room in his house when the messing arrangements were in progress. If he had known of it he certainly would not have approved of it. He remembered the month of May, because it was then he was appointed master of the *Fairway*. He went to Moji from Hongkong and returned about the month of June. He found his wife was not at home and he sent the boy to look for her. He came back and said Mrs. Mitchell was at No. 8, Granville Avenue. Witness was away from June till August, 1899, and his wife shortly afterwards went to Australia, returning in 1900. In July of that year he got back from Java two days before schedule time, and as the night was wet he and his wife retired about nine o'clock. About half an hour later a ricksha came to the door and someone got out of it, whereupon Mrs. Mitchell became excited and said that someone had stepped at their door. Witness remarked that surely no one would come to their house at that hour, especially as it was raining. The bell was rung, and the boy went to the door. Witness heard the boy say to Mrs. Mitchell, "master have come." She turned to witness and said, "Oh, yes, Mr. Lemm has come to pay you a visit." Mr. Lemm remarked that having seen the captain's boat at the anchorage, he had called to see him. Witness remarked that his boat was not anchored at the Jardine buoy, so he did not know how Lemm had seen it. Lemm replied that he could not remember at which buoy he had noticed the

steamer, but he had seen it somewhere. On witness asking why Lemm had paid off his ricksha coolie, Lemm said he did not like to have him standing in the rain. Lemm did not remain long in the house on that occasion, and when Lemm left witness spoke seriously to his wife about it. He did not say anything to Lemm because of his child and because his wife protected her innocence. In September, 1900, his wife went to live at Rose Terrace, witness being then sent to England, to bring out the *Choyson*, returning in September. Next month he went on a coasting cruise and was absent for three and a half months. When he got back his wife was ill and on the advice of Dr. Jordán he sent her to Chofco. He knew the second Mrs. Lemm, whom he met while Mrs. Mitchell was away. She was in great grief and made a statement to him and showed him a letter. In consequence of what he was told and what he read he wrote to Mr. Lemm stating that he wished Mr. Lemm to understand that in future they were strangers. He also wrote to his wife. In May, 1904, Mrs. Mitchell came back from Chofco, but he did not see her. He had not spoken to his wife since he wrote to her, although he had seen her in the street and other places and also in company with Mr. Lemm. He remembered going to Macao in November, 1904, and inspected the hotel register. He saw a certain entry and when he took divorce proceedings he obtained the leaf of the register. Divorce was pronounced. Up to the time he broke off communications with his wife he was on most affectionate terms with her. He brought an action against Mr. Lemm for damages, but owing to ineffective legislation the case was dismissed. Effective legislation had now come into force and that was the reason he took the present proceedings. He had been able to pay the costs of the divorce proceedings, and he was practically a bankrupt, his bankruptcy being brought about by the liabilities which he had incurred during those proceedings.

Cross-examined by Mr. Slade—His wife was thirty-five years old when she came to the Colony.

Were you on friendly terms with Mr. Lemm up to 1904?—I was never intimately friendly with him, because I did not like the man.

But your terms of friendliness were sufficiently intimate to allow you to ask a favour of him?—No, I never did. I would not like to put myself under an obligation to him. I may have done so during the earlier stages of our acquaintance, but I do not remember.

Questioned with regard to the ricksha incident which he had mentioned, witness replied that he stated it because he considered it a significant fact.

Why are you bringing these proceedings? Simply to get money out of Mr. Lemm. Is it not—I am bringing the action against him because of his relations with my wife. I did not bring the action for any other purpose.

Then what?—Then to be remunerated for the loss I had sustained.

And in support of this claim you are putting forward this incident of 1900?—I don't quite follow you. I mention this incident to support my opinion of what the man has been doing.

Quite right. Yet you did not consider it sufficiently suspicious at the time to make a remark to Lemm about it?—No, it was hard to judge the man.

His Lordship—Tell me frankly what you want to say about this incident?—I did not think it sufficiently strong to take action and make a scandal over it.

Both Lemm and Mrs. Mitchell came from New South Wales?—Yes.

Do you consider it any harm for fellow countrymen, even if they are of opposite sex, to be friendly with one another?—To a certain extent, no.

Are you one of those people who hold the opinion that people of opposite sex should not be friendly?—To a certain extent.

What do you mean by that?—People may be on friendly terms and yet not implicate themselves.

Do you consider it any great harm in a man paying a visit to a friend after dinner?—To a lady friend?

Yes? It depends on circumstances.

Is there anything extraordinarily suspicious in a lady calling on a near neighbour, even if he happens to be a man, at 11 o'clock on Sunday morning?—No, but it gets suspicious when the visits continue from 11 o'clock on Sunday morning right through the week.

Have you any knowledge of it?—I have no personal knowledge.

A boy who had been in the service of Mrs. Mitchell spoke to Mr. Lemm staying at the house as a boarder and to Mrs. Mitchell frequently calling at Mr. Lemm's house.

T. Austin, master of the steamer *Wingchai* for some time until she foundered in the typhoon of September, 1905, was called.

You are Thomas Austin?—No, Tom Austin.

Witness then spoke to having seen Mrs. Mitchell and Mr. Lemm on board his steamer when they went to Macao. They usually stayed the night there. He had also seen them together in Hongkong. Once they entered the circus together late and once he saw them in the chemist's together.

You have seen them in Watkins' together?—Yes.

Cross-examined by Mr. Slade—Were they alone?—No. Mrs. Mitchell's daughter was with them.

How old is she?—I don't know. I never ask a girl's age. It is a breach of etiquette.

Can you guess her age?—It is hard to guess a lady's age. They take themselves up so.

Was she little?—I should say she was about sixteen.

A well-grown girl?—Yes. Nice looking girl, eh?—Oh, that is a matter of opinion.

I want your?—Yes, fairly good looking—can pass.

The case was adjourned until to-day.

LOWERING OF BANK OF JAPAN INTEREST.

REASONS FOR THE ACTION.

The Bank of Japan announces that the rates of interest charged by the Bank on advances and discount of bills have been lowered by 2 rin per ¥100 per day from yesterday, the 13th instant. The rates now stand as follows:—

Minimum.

On advances on security other than Government bonds and on discount of bills secured by other than Government bonds..... sen 1.8

On discount of commercial bills drawn on Tokyo, on advances on the security of Government bonds, and on discount of bills secured by Government bonds..... sen 1.6

On discount of commercial bills drawn on other places..... sen 1.9

On current overdrafts and correspondence overdrafts..... sen 1.9

Mr. Hijioka, Director of the Business Department of the Bank of Japan, gives the following reasons for the lowering of the rates of interest:—

The revised Customs tariff of the United States has been passed by the two Houses of Congress and is now finally settled. It is evident that the revision of tariff does not affect the trade of Japan, and it is anticipated that the trade of the United States will increase henceforward. The money market in America is in a sound condition and business will gradually revive. In Europe the money market remains very quiet, the central banks in each country being fully supplied with resources. In the East the negotiations for the solution of the differences between Japan and China were in a critical position, but there is now every prospect of the questions being solved by degrees. In Japan the result of sericulture this season has proved quite successful and the rice harvest also promises to be a good one. Thus there is no cause to fear that any financial trouble will arise in the near future. There are no political or diplomatic factors either in the East or in the West likely to give rise to any trouble. Nor is there any visible indication of an economic change abroad. Hence the rates of interest have been lowered.—*Japan Chronicle*.

OIL-SHIP ON FIRE.

RUINED INCENDIARISM.

Fire broke out in the No. 1 hold of the barque *Howard D. Troop* in Yokohama Harbour at about 11 o'clock on the night of the 12th instant. The vessel, which is engaged in the carrying of Standard Oil Co's products, arrived in harbour on the 25th ultimo, and has since been discharging oil. After the fire was discovered the barque was towed towards Kanagawa, reports the *Japan Herald*, but before proceeding far the vessel ran aground.

As soon as possible after the outbreak the Captain's wife, Mrs. A. J. Durkee, was transferred to the oil tank "Emma," and the hatches were battened down. The damage is yet unknown, but judging from the external appearance of the barque, would not appear to be extensive. Four thousand cases of kerosene, stored in the near hatch, escaped the effects of the fire, though at one time fears were entertained for the safety of this portion of the cargo. At the time of going to press the fire seemed to have been extinguished, but the pumps were still pumping water into the vessel as she lay off the breakwater with a heavy list. A rumour prevailed that the fire was the outcome of incendiaryism, but so far this has not been substantiated.

Later news to hand from the Harbour Police Office states that after the barque was towed to Koyasu, holes were made in the side of the vessel in an endeavour to scuttle her, but the attempt proved abortive.

Of the cargo, 89,400 cases of refined petroleum and 200 barrels of lubricating oil have been transferred from the burning barque to the compound, while 4,500 cases of refined petroleum are still on board the vessel.

With regard to the rumoured incendiaryism, the authorities state that some friction had existed between the Captain and crew, and six of the crew were missing after the fire was discovered. An investigation is to be held.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Polynesian* with the French Mail of the 1st inst. and mails from London of the 31st inst. left Singapore on the 22nd inst. at 3 p.m., and is expected to arrive here on or about Monday morning the 30th inst., and will leave for Shanghai and Japan on the same afternoon.

The C.P.R. str. *Empress of China* arrived Shanghai at 3 a.m. on the 23rd inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. on the 25th inst.

The C.P.R. str. *Empress of Japan* arrived Kobe at 8.50 p.m. on the 23rd inst., and left again at 12 p.m. same day for Shanghai, where she was due to arrive at 8 a.m. on the 22nd inst.

The H.A. Line str. *Andalucia* left Shanghai on the 22nd instant p.m., and may be expected here on or about the 26th inst. a.m.

The H.A. Line str. *Ambria* left Singapore on the 21st instant a.m., and may be expected here on or about the 27th inst.

NOTICES TO CONSIGNEES.

"HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLAWEES"

FROM LUTHER, ANTIWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th August, 1909. [1095]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANITA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex s.s. "Morica." From Calcutta, &c., ex s.s. "Palawan." From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 24th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1909. [1]

FROM EUROPE.

THE H.A.L. Steamship

"C. FERD. LAEISZ"

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before 10 a.m. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 18th August, 1909. [1084]

S.S. "AUSTRALIEN"

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

ex s.s. "Charante" from Bordeaux s.s. "Verbeek" are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 10 p.m. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after WEDNESDAY, the 25th inst. at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th inst., or they will not be recognized. All damaged packages will be examined on WEDNESDAY, the 25th inst., at 3 p.m.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 17th August, 1909. [2]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"AMERICA MARU,"

having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignee's risk and expense.

Cargo remaining on board after TUESDAY, the 24th August, 1909, at 4 p.m. will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected. All Cargo undelivered MONDAY, the 30th August, 19

SHIPPING.

ARRIVALS.

ANHUI, British str., 1,350, J. B. Harris, 22nd August—Shanghai 19th Aug., General—Butterfield & Swire.
 BOSHU MARU, Japanese str., 3,506, Y. Yatsunaga, 23rd August—Mojji 18th August, Coal—Mitsui Bussan Kaisha.
 CATHAY, Danish str., 2,649, Kruse, 23rd August—Singapore 17th August, General—Melchers & Co.
 HANYANG, British str., 1,270, Tröwbridge, 23rd August—Mojji 15th August, Coal—Butterfield & Swire.
 ITHAKA, German str., 1,446, W. Wegeler, 22nd August—Hongkong 20th August, Coal—Hamburg-America Linie.
 KNIVSBERG, German str., 623, Nijahar, 23rd Aug.—Haplog and Holm 22nd Aug., General—Jensen & Co.
 LIERTES, British str., 2,904, H. Evans, 22nd August—Yokohama via ports 10th August, General—Butterfield & Swire.
 MAUCHAU, British str., 4,276, G. J. Long, 22nd Aug.—Liverpool via Singapore 17th July, General—Butterfield & Swire.
 MEEFOO, Chinese str., 1,374, L. McArthur, 23rd August—Shanghai 20th August, General—C. M. S. N. Co.
 QUINTA, German str., 987, F. Frahm, 23rd Aug.—Sourabaya 11th August, Sugar—Java-China-Japan Line.
 SILEBIA, Austrian str., 3,339, Radonich, 22nd August—Japan and Shanghai 19th Aug., General—Sander, Weller & Co.
 TENYO MARU, Japanese str., 7,265, Ernest Bent, 23rd August—San Francisco 27th July, Mail and General—Tokyo Kisen Kaisha.
 THORIS, Norwegian str., 1,191, Jorgensen, 23rd August—Bangkok 15th and Swatow 22nd August, Rice—Kin Tye Loong.
 WONGKAI, German str., 1,115, W. Reher, 22nd August—Bangkok and Swatow 14th Aug., Rice, &c.—North German Lloyd.
 ZAPIRO, British str., 1,629, R. Rodger, 23rd August—Manila 21st August, Hemp and General—Sheehan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 23rd August.
 ANHUI, British str., for Canton.
 Chua Juhn, German str., for Hongkong.
 Philatire, British str., for Shanghai.
 Hilyar, German str., for Tsingtau.
 Kichang, British str., for Canton.
 Macdon, British str., for Shanghai.
 Peeling, British str., for Hoihow.
 Soshu Maru, Jap. str., for Swatow.

DEPARTURES.

23rd August.
 HUIHOW, British str., for Canton.
 ITHAKA, German str., for Canton.
 RUBI, British str., for Manila.

SHIPPING REPORTS.

The British str. *Laertes* reports: Moderate S.W. wind, clear weather and smooth sea.

VESSELS IN DOCK.

August 23rd.
 ANHEIM DOCK—*Persia*, *Sorsogon*, *Dos Hermanos*, *Mauban*, *Haplog*, *Comopolitan* Dock—*Kield*.
 TAIKOO DOCK—*Poonah*, *Chaiting*, *Amyeric*.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
 THE Steamship

"ALDENHAM."
 Captain St. John George, will be despatched as above TO-DAY, the 24th inst., at NOON.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 23rd August, 1909. [1050]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 FIUME AND TRIESTE (Direct).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the BRITISH RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).
 THE Company's Steamship

"SILEBIA."
 Captain Radonich, will be despatched as above on or about the 25th August.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.
 Hongkong, 30th July, 1909. [3]

"SHIRE" LINE OF STEAMERS, LTD.
 FOR LONDON AND ANTWERP.

THE Steamship
 "CARMARTHENSHIRE"
 Captain Daniel, will be despatched as above on or about the 25th instant.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewardess are carried. Fare to London, £35.
 For Further Particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 2nd August, 1909. [1032]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong, "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH
LONDON & ANTWERP	CARMARTHENSHIRE	Brit. str.	—
LONDON & ANTWERP VIA SINGAPORE, &c.	STRIA	Brit. str.	—
LONDON & ANTWERP VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—
ANTWERP, ROTTERDAM & HAMBURG &c.	DOERMUND	Ger. str.	k.w.
HAMBURG VIA STRAITS, &c.	C. FRED. LARSEN	Ger. str.	k.w.
HAVRE, BREMEN & HAMBURG, &c.	ANDALUSIA	Ger. str.	k.w.
HAVRE & HAMBURG VIA STRAITS, &c.	SEREA	Brit. str.	—
MARSEILLES, LONDON & LEITH	CHRYSEYONKHIRE	Brit. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOKIN	Brit. str.	—
MARSEILLES, HAVRE & HAMBURG, &c.	TAMBA MARU	Jap. str.	k.w.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jap. str.	—
MARSEILLES, HAVRE & HAMBURG, &c.	CATHAY	Ger. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA	Jap. str.	k.w.
MARSEILLES, HAVRE & HAMBURG, &c.	MISHIMA MARU	Jap. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA MARU	Jap. str.	—
MARSEILLES, HAVRE & HAMBURG, &c.	GOEBEN	Ger. str.	—
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	SULEBIA	Brit. str.	—
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	EXPRESS OF CHINA	Brit. str.	2 m.
TRIESTE, &c., via SINGAPORE, &c.	AMERICA	Brit. str.	—
BOSTON & NEW YORK	AMERICA	Brit. str.	1 m.
VANCOUVER VIA SHANGHAI & JAPAN, &c.	AMERICA	Brit. str.	—
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	AMERICA	Brit. str.	—
VANCOUVER VIA SHANGHAI & JAPAN, &c.	AMERICA	Brit. str.	—
TACOMA VIA KEELUNG, SHANGHAI & JAPAN, &c.	AMERICA	Brit. str.	—
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	AMERICA	Brit. str.	—
AUSTRALIAN PORTS VIA QUEENSLAND PORTS, &c.	AMERICA	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	AMERICA	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	AMERICA	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	AMERICA	Brit. str.	—
MOJI, KOBE & YOKOHAMA	AMERICA	Brit. str.	—
NAGASAKI, KOBE & YOKOHAMA	AMERICA	Brit. str.	—
WEIHAIWEI & TIENTSIN	AMERICA	Brit. str.	—
TEINUTAU, CHEFOO & NEWCHWANG	AMERICA	Brit. str.	—
TIENTSIN VIA SWATOW, WEIHAIWEI & CHEFOO	AMERICA	Brit. str.	—
SHANGHAI, MOJI & KOBE	AMERICA	Brit. str.	—
SHANGHAI, YOKOHAMA, KOBE & MOJI	AMERICA	Brit. str.	—
SHANGHAI	AMERICA	Brit. str.	—
SHANGHAI, MOJI, KOBE & YOKOHAMA	AMERICA	Brit. str.	—
SHANGHAI	AMERICA	Brit. str.	—
SHANGHAI, KOBE & YOKOHAMA	AMERICA	Brit. str.	—
SHANGHAI, KOBE & YOKOHAMA	AMERICA	Brit. str.	—
SHANGHAI, YOKOHAMA & KOBE	AMERICA	Brit. str.	—
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	AMERICA	Brit. str.	—
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	AMERICA	Brit. str.	—
SHANGHAI	AMERICA	Brit. str.	—
SHANGHAI	AMERICA	Brit. str.	—
SHANGHAI, KOBE & YOKOHAMA	AMERICA	Brit. str.	—
SHANGHAI	AMERICA	Brit. str.	—
NINGPO & SHANGHAI	AMERICA	Brit. str.	—
ANING VIA SWATOW & AMOY	AMERICA	Brit. str.	—
TAMU & SWATOW & AMOY	AMERICA	Brit. str.	—
FOOCHEW	AMERICA	Brit. str.	—
SWATOW, AMOY & SHANGHAI	AMERICA	Brit. str.	—
SWATOW, AMOY & FOOCHEW	AMERICA	Brit. str.	—
SWATOW, AMOY & FOOCHEW	AMERICA	Brit. str.	—
MANILA	AMERICA	Brit. str.	—
MANILA	AMERICA	Brit. str.	—
MANILA	AMERICA	Brit. str.	—
MANILA	AMERICA	Brit. str.	—
MANILA	AMERICA	Brit. str.	—
MANILA	AMERICA	Brit. str.	—
CEBU	AMERICA	Brit. str.	—
KUDAT & SANDAKAN	AMERICA	Brit. str.	—
BOMBAY VIA SINGAPORE & COLOMBO	AMERICA	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA	AMERICA	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA	AMERICA	Brit. str.	—
SINGAPORE, SAMARANG & SOERABAYA	AMERICA	Brit. str.	—
BATAVIA, CHERIBON, SAMARANG, &c.	AMERICA	Brit. str.	—

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* AYMERIC	4,363	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shetton	On 23rd September.
OGIANO	4,657	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 HONGKONG, 11th August, 1909. QUEEN'S BUILDINGS. 8

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN" Capt. B. WILHELM	Wed'ay, 25th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. E. ZACHARIAE	About Monday, 31st August.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Beginning of September.
MANILA, YAP, NEW GUINEA, MA'ON, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALEDMAR" Capt. F. ISEK	Friday, 10th Sept., at D'light

For further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.
 Hongkong, 23rd August, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF CHINA" SAT., 4th Sept. "EMPERESS OF INDIA" SAT., 18th Sept. "EMPERESS OF JAPAN" SAT., 16th Oct. "EMPERESS OF CHINA" SAT., 6th Nov.
 From Quebec, or St. John, N.B. "ALLAN LINE" FRIDAY, 1st Oct. "EMPERESS OF IRELAND" Fri. 22nd Oct. "ALLAN LINE" FRIDAY, 12th Nov. "EMPERESS OF BRITAIN" Fri. 3rd Dec.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £43 " £45. " and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. E.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 30th August.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 31st Aug. 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIE" Capt. Sollier	On 13th Sept. P.M.
MARSEILLES VIA PORTS	"AUSTRALIE" Capt. Biquier	On 14th Sept. 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27.10s. up to £71.10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. DE CHAMPMORIN, AGENT,
 Hongkong, 24th August, 1909. Queen's Building. 2

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.
 FOR MARSEILLES, LONDON AND LEITH.

THE Steamship
 "CARNARVONSHIRE"
 Captain Ingram, will be despatched as above on or about the 25th inst.
 For Freight apply to JARDINE, MATHESON, & Co., Ltd., Agents.
 Hongkong, 2nd August, 1909. [1031]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA"
 Captain H. Powell, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 4th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "MARCO" 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERIA" due in London on the 16th October, 1909.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. A. HEWETT, Superintendent.
 Hongkong, 23rd August, 1909. [1]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.
 S.S. "LENNOX" ... About 10th Sept.
 For Freight and further information, apply to DODWELL & Co., Ltd., Agents.
 Hongkong, 2nd August, 1909. [1008]



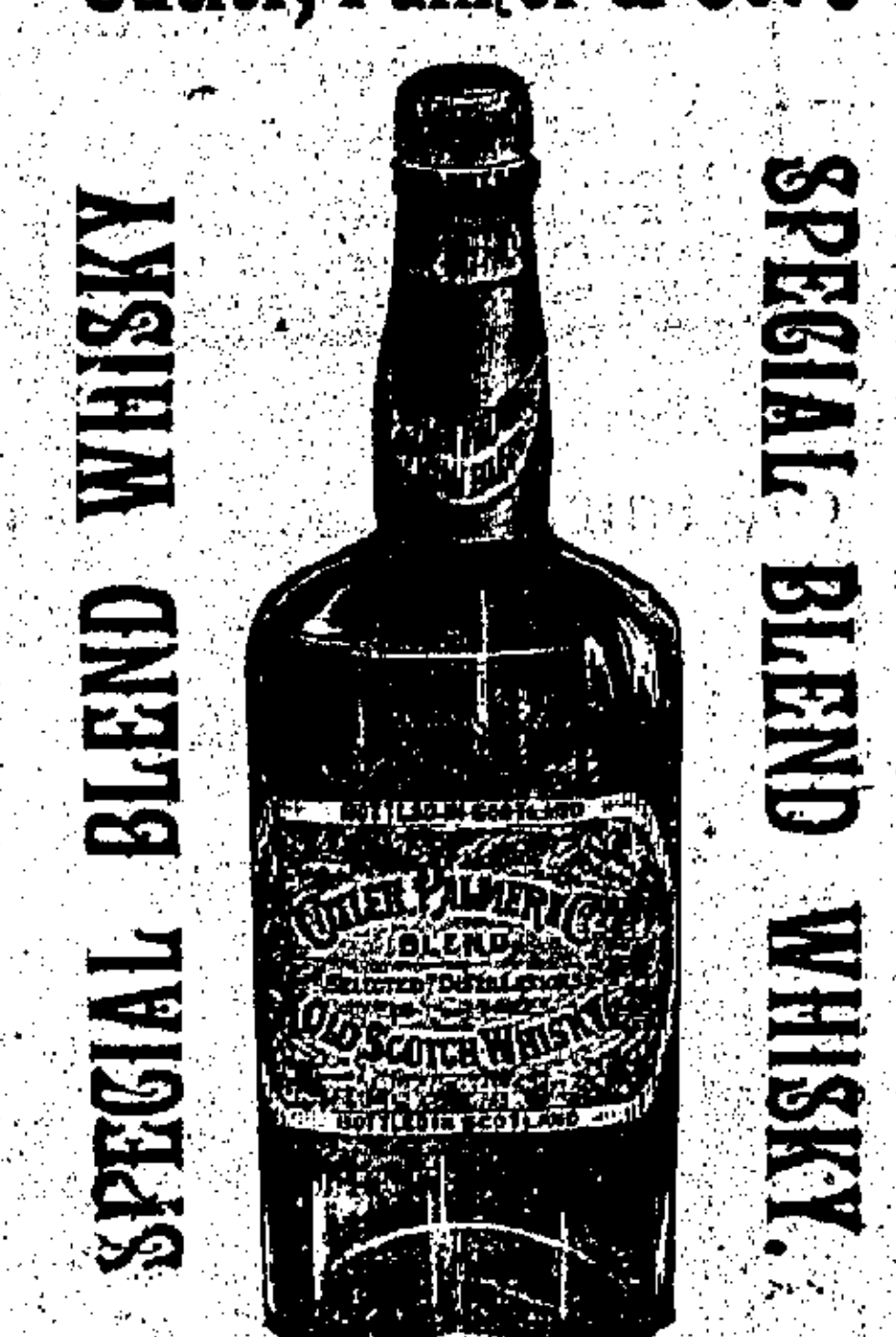
MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
 A1, A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.
 DOCK NO. 3.

Extreme Length... 722 feet
 Length on Blocks... 714 "
 Width of Entrance on Top... 56 "
 Width of Entrance on Bottom... 56 "
 Water on Blocks at Spring Tide 34 "
 DOCK NO. 1.
 Extreme Length... 523 feet
 Length on Blocks... 513 "
 Width of Entrance on Top... 88 "
 Width of Entrance on Bottom... 77 "
 Water on Blocks at Spring Tide 61 "
 DOCK NO. 2.
 Extreme Length... 371 feet
 Length on Blocks... 350 "
 Width of Entrance on Top... 66 "
 Width of Entrance on Bottom... 53 "
 Water on Blocks at Spring Tide 22 "
 PATENT SLIP.
 Suitable for vessels up to 1,000 tons.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.
 A LARGE STOCK OF MATERIALS is always kept on hand.
 THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.
 [305]

Cutler, Palmer & Co.'s



SHIPPERS
 Cutler, Palmer & Co., London.
 AGENTS
SIEMSEN & CO.,
 HONGKONG. 3

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Polynesia, with the French Mail of the 30th July, left Singapore on Sunday, the 22nd inst. at 5 p.m., and may be expected here on or about Monday, the 31st inst. at daylight. This packet brings replies to letters despatched from Hongkong on the 23rd June.

FROM	TO	DATE
HONG KONG	Clara Jensen	Tuesday, 24th, 9.00 A.M.
Swatow, Amoy and Ningbo	Sasha Maru	Tuesday, 24th, 9.00 A.M.
Hohow and Fakhoi	Carl Diederichsen	Tuesday, 24th, 11.00 A.M.
Shanghai Yokohama, Kobe and Moji	Simongan	Tuesday, 24th, 11.00 A.M.
Quang Chow Wan	Kido	Tuesday, 24th, 11.00 A.M.
Alcock, Limerick, Corktown, Cairns, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle.	Pookang	Tuesday, 24th, 11.00 A.M.
Manila	Swichong	Tuesday, 24th, 11.00 A.M.
Swatow, Amoy and Shanghai	Sai Iai	Tuesday, 24th, 11.00 A.M.
Singapore	Aldenharn	Tuesday, 24th, 2.00 P.M.
Cebu	Taming	Tuesday, 24th, 2.00 P.M.
Bangkok	Kwangs	Tuesday, 24th, 3.00 P.M.
	Laertes	Tuesday, 24th, 3.00 P.M.
	Kaslova	Tuesday, 24th, 3.00 P.M.
	Choiatag	Tuesday, 24th, 3.00 P.M.
	Gooden	Tuesday, 24th, 3.00 P.M.

NOW IS THE TIME TO DRINK
SUN PILSENER BEER.
OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

TO-MORROW.
Sale, Household Furniture, Army Ordnance Stores, Messrs. Hughes & Hough, 10 a.m.

COMMERCIAL

EXCHANGE
CLOSING QUOTATIONS.

August 23rd.

ON LONDON	Telegraphic Transfer	1/83
	Bank Bills, on demand	1/83
	Bank Bills, at 30 days sight	1/84
	Bank Bills, at 4 months sight	1/84
	Credits, at 4 months sight	1/84
	Documentary Bills 4 months sight	1/84
ON PARIS	Bank Bills, on demand	218 1/2
	Credits, at 4 months sight	222
ON GERMANY	On demand	177 1/2
ON NEW YORK	Bank Bills, on demand	42 1/2
	Credits, at 60 days sight	43 1/2
ON BOMBAY	Telegraphic Transfer	130 1/2
	Bank, on demand	131
ON CALCUTTA	Telegraphic Transfer	130 1/2
	Bank, on demand	131
ON SHANGHAI	Bank, at sight	74 1/2
	Private, 30 days sight	75 1/2
ON YOKOHAMA	On demand	84 1/2
ON MANILA	On demand	85 1/2
ON SINGAPORE	On demand	73 1/2
ON BATAVIA	On demand	104
ON HANKOW	On demand	9 1/2 p.m.
ON SAIGON	On demand	9 1/2 p.m.
ON BANGKOK	On demand	88
SOVEREIGNS	Bank's Buying Rate	\$11.50
GOLD LEAF	100 fine, per tael	\$39.90
PAN SILVER	per oz.	23 1/2

OPTUM.

August 21st.

Malaya New	\$1,130/1.60 per picul.
Malaya Old	\$1,170/1.200 "
Malaya Older	\$1,210/1.250 "
Malaya V. Old	\$1,250/1.300 "
Persian fine quality	\$1,100/1.130 "
Persian extra fine	\$1,000/1.050 "
Patna New	\$1,045 per chest.
Patna Old	"
Benares New	\$1,060 "
Benares Old	\$1,045 "

VESSELS EXPECTED.

THE INDIAN MAIL.
The Indo-China str. *Louisa* from Calcutta and the Straits left Singapore for this port on 20th inst.

THE GERMAN MAIL.
The I.G.M. str. *Derfflinger*, carrying the German Mails with dates from Berlin of the 31st ult. left Colombo on the 19th inst. a.m., and may be expected here on or about the 30th inst.

THE CANADIAN MAIL.
The C.R. str. *Monteagle* left Vancouver for Hongkong on the 16th inst. p.m. via the usual port of call.

THE AUSTRALIAN MAIL.
The C.N. Co.'s str. *Taiyuan* leaves Sydney on the 25th inst. and is due here on the 19th prox.

MERCHANT STEAMERS.
The M.M. str. *Melan* left Singapore on the 17th inst., and is due here to-day.

The N.Y.K. str. *Miyazaki Maru* (European Line) left Singapore for this port on the 19th inst. and is expected here to-day p.m.

The N.Y.K. str. *Tokusaki Maru* (Bombay Line) left Singapore for this port on the 19th inst. and is expected here to-morrow.

The P. & O. str. *Nile* left Singapore for this port on the 19th inst. at 6 p.m., and is due here to-morrow at about 5 a.m.

The I.G.M. str. *Goeben* left Shanghai via Foochow on the 22nd inst. at 2 a.m., and may be expected here to-morrow evening.

THE
TRADE
MARK
OF QUALITY
DENOTING
THE ACME OF
EGYPTIAN
CIGARETTE
PERFECTION.

"They are social, soothing, delectable, they have fragrance, force and zest."

IN 50'S & 100'S
HERMETICALLY SEALED BOXES.
FROM ALL TOBACCONISTS.

314-1]



The Egyptian Favourite

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one or other of the brands known as

Bouton Rouge
and
Felucca
EGYPTIAN
CIGARETTES.

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRERES, have now arranged for their supply by all high-class Tobacconists at the most reasonable prices.

A Luxury
to the Man of Taste

Sole Agents
British-American Tobacco Co., Ltd., Hong Kong.

SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 23rd, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1,005, x.d. sel
National Bank of China, Limited	99,925	27	26	165, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$134
China Light and Power Company, Limited	50,000	\$1	\$1	\$6.60, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.60, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 132
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$8, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 391
Leau-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 108
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 432
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$163, buyers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$60, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$60, buyers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 79
Shanghai and Hongkong Wharf Co., Ltd.	35,800	Tls. 100	Tls. 100	Tls. 148
FEARWICK & CO., LIMITED	18,080	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$8.80, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$204, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$75, (old) buy.
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$190, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$24, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, sellers
China Trade Insurance Co., Limited	24,000	\$83.33	\$25	\$92, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$245, buyers
North China Insurance Co., Limited	10,000	\$15	\$5	\$130, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$240, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$227 1/2, buyers
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$94
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$30, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 120
West Point Building Co., Limited	12,500	\$50	\$50	\$44
MINING.				
Société Française des Charbon de Tonkin	16,000	Fcs. 250	\$1	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$8, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$144
Philippine Co., Limited	50,000	\$10	\$10	\$14
	75,000	\$10	\$10	\$18
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$140, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, buyers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$9, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36
Hongkong, Canton & Amoy S.B. Co., Ltd.	80,000	\$15	\$15	\$13 1/2
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$14 1/2, buy.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$70
Star Ferry Company, Limited	10,000	\$10	\$10	\$26
South China Morning Post, Limited	10,000	\$10	\$10	\$15 1/2
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
	20,000	\$5	\$5	\$54
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12
Wm. Powell, Limited	15,000	\$7	\$7	\$9, sellers
Watkins, Limited	10,000	\$10	\$10	\$9, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$150, buyers
Weissmann, Limited	175	\$100	\$4	\$12.40
United Asbestos Oriental Agency, Limited	9,900 only	\$10	\$10	\$300
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$11, sellers
	50,000	\$10	\$10	\$11, sellers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 23rd			
	Previous Day at 4 p.m.	On Date at 4 p.m.	On Date at 4 p.m.
Barometer	29.82	29.87	29.82
Temperature	84	88	84
Humidity	75	70	74
Wind Direction	WSW	W	W
Force	1	1	1
Weather	—	—	—
Rain	0	0.78	0

Highest temperature on 22nd inst. 87°
Lowest temperature on 22nd inst. 60°

STEAMERS PASSED THE CANAL.

August 4th—Austria, Benzene, Atholl, Glamorgan, 7th—Derfflinger, Coudon, Polynesia, Makata Maru, Tydes, 11th—Glenroy, Scandia, Niomedis, Pathan, 14th—Ceylon, Kintuck, Mennon, Yunnan, 18th—Bendara, Devalon, Prins Eitel Friedrich, Simla, 21st—Kleist, Nippon, Glancus, Indrasanka, Iyo Maru, Oceanic, Stentor, Poshawer.

ARRIVALS AT HOME.

August 28th—Arzand, Behic, Satsuma, Indrani, Denbighshire.

SHIPPING IN PORT.

STEAMERS.

ALDENHAM , British str., 2,410, St. John George, 22nd August—Moji 16th August, General—Gibb, Livingston & Co.	AMERICA , Maru, Japanese str., 3,480, H. Hinokuma, 21st August—Moji 15th Aug., General—Toyo Kisen Kaisha.
ASHTABULA , British str., 2,400, Harding, 16th August—San Francisco 23rd June and Shanghai 12th August, Tea—Standard Oil & Co.	ATYMERIC , British str., 2,789, Jas. Boyd, 13th Aug.—Puget Sound via Japan and Manila 10th August, General—Dodwell & Co.
BOURBON , French str., 950, Le Bail, 19th August—Saigon 15th August, Rice—Mau Fat.	CARL DIEDERICHSEN , German str., 1,710, J. Kayser, 21st Aug.—Haiphong via Hoihow 12th August, General—Jensen & Co.
CHOISINO , German str., 1,020, Bruhn, 15th August—Bangkok 7th August, Rice—Butterfield & Swire.	CLARA JENSEN , Ger. str., 1,129, J. Bendixen, 18th August—Haiphong 15th and Hoihow 17th Aug., Coal, Cattle and Pigs—Jensen & Co.
CYCLOPS , British str., 5,747, H. C. Harris, 7th August—Manila 5th August, General—Butterfield & Swire.	DOS HEEMANOS , American str., 540, M. Morales, 6th August—Manila 3rd Aug.—Jorge & Co.
DON , Norwegian str., 630, Aaronsen, 19th August—Samang 6th August, Sugar and Molasses—Aagaard, Thorsen & Co.	DUNBAR , British str., 2,357, Martin, 22nd August—Vladivostok 13th August, Beans—Mitsui.
EMPIRE , British str., 2,843, Helms, 20th Aug.—Sydney and Manila 18th Aug., General—Gibb, Livingston & Co.	FLINTSHIRE , British str., 2,476, Geo. C. Cundy, 22nd August—London 29th June and Singapore 14th August, General—Jardine, Matheson & Co.
FOOCHOW , British str., 1,228, Vincent, 2nd August—Cebu and Iloilo 2nd Aug., General—Butterfield & Swire.	FOOKSAR , British str., 1,987, Mitchell, 20th August—Singapore 14th August, General—Jardine, Matheson & Co.
GLENNAN , British str., 2,856, Houghton, 16th August—Hankow and Shanghai 13th August, General—McGregor Bros. & Gow.	HAIPHONG , British str., 1,237, J. W. Passmore, 23rd August—Foochow via Amoy and Swatow 22nd August, General—Douglas, Lapraik & Co.
HALIOTIS , Dutch str., 2,047, Offerhaus, 13th August—Swatow 12th August, Bulk Oil—Asiatic Petroleum & Co.	HAUTAN , 742, D. Sidel, Avaino, 9th August—Iloilo 4th August, General—
HILARY , German str., 1,276, Hatja, 16th August—Pulo Laut 4th Aug., Sugar—Sander, Wiler & Co.	HUMCOW , British str., 1,217, E. Forsyth, 21st August—Tientsin via Chefoo 12th August, General—Butterfield & Swire.
HYSON , British str., 4,232, I. A. Davies, 19th August—Liverpool 10th July, General—Butterfield & Swire.	ISOT MARU , Japanese str., 1,859, A. Yashi, 5th August—Mororan 25th July, Coal—Mitsui Bussan Kaisha.
KAIPOW , British str., 987, C. Lindbergh, 21st August—Iloilo 16th August, Sugar and Sugar Wood—Butterfield & Swire.	KAIFER MARU , Japanese str., 1,903, S. Suda, 16th August—Moji 8th August, Coal—Mitsui Bishi Gohei Kaisha.
KASHING , British str., 1,276, Laver, 20th August—Haiphong 17th August, Cattle and Pigs—Butterfield & Swire.	KIANG CHING , Chinese str., 1,002, A. F. Brissander, 11th August—Chinkiang 7th August, General—King Lee.
KING GEORGE , British str., 5,037, J. E. Jeffrey, 1st August—New York 16th April, Kerosene—Standard Oil Co.	KIANG PINO , Chinese str., 1,222, H. Uddin, 17th August—Chinkiang 11th August, General—Tung Lee & Co.
KIURIANG , British str., 1,221, Robertson, 22nd August—Wenhaiwei 17th August, General—Butterfield & Swire.	KJELD , Norwegian str., 970, Hallesø, 17th August—Newchwang 8th and Dalsey 9th August, Beans, Beans and Fish—Aagaard, Thorsen & Co.
KWANGOW , British str., 1,228, Hards, 19th Aug.—Chinkiang 15th Aug., General—Butterfield & Swire.	KWANGTAR , Chinese str., 1,369, W. H. Lant, 19th August—Shanghai 15th August, General—C. M. S. N. Co.

KWEIYANG, British str., 1,404, M. Dawson, 19th August—Newchwang 12th August, Coal—Butterfield & Swire.
LINAN, British str., 1,332, C. C. Williams, 12th August—Shanghai 8th August, General—Butterfield & Swire.
LOTHIAN, British str., 3,222, W. J. Lockhart, 16th August—Calcutta 6th July—Doddwell & Co.
MANDARAN MARU, Jap. str., 4,444, Shimizu, 10th August—Mitsui 4th August, Coal—Mitsui Bussan Kaisha.
MICHAEL JENSEN, German str., 959, J. Peter, 14th August—Amoy 11th August, General—Jensen & Co.
MONGOLIA, American str., 8,750, H. E. Morton, 21st August—San Francisco 22nd July, Mails and General—P. M. S. S. Co.
PAKHOT, British str., 1,201, J. Gibbs, 19th August—Newchwang and Chefoo 11th August, Beans and General—Butterfield & Swire.
PAOTING, British str., 1,027, D. M. Scott, 10th August—Wenhaiwei 6th August, Salt—Butterfield & Swire.
PETERHARBUR, German str., 1,373, C. Gosewisch, 19th August—Bangkok 9th Aug., General—Butterfield & Swire.
POMTONG, German str., 998, H. Oldsen, 22nd August—Bangkok 16th August, General—N.D.L.
RAJAH, German str., 1,000, H. E. Rohr, 16th August—Rajany 10th August, Wood—Butterfield & Swire.
SAMBEN, German str., 993, R. Petersen, 16th August—Bangkok 7th and Swatow 15th August, Rice and Teakwood—Butterfield & Swire.
SEATTLE MARU, Japanese str., 6,182, T. Saito, 16th August—Moji 11th August, General—Osaka Shosen Kaisha.
SIMONGAN, Dutch str., 1,202, H. Vos, 19th August—St. Louis 10th August, Sugar—Yuen Fat Hong.
SORBOGON, American str., 821, J. M. Ugarte, 3rd August—Iloilo 29th July, Sugar—Jorge & Co.
SOSU MARU, Japanese str., 1,117, T. Sugri, 20th August—Swatow 19th Aug., General—Osaka Shosen Kaisha.
TAMING, British str., 1,350, G. H. Pennafather, 20th August—Manila 17th August, General—Butterfield & Swire.
TROGAS, British str., 2,657, Miles, 17th Aug.—Palambang 7th August, Kerosene—Asiatic Petroleum Co.
WUBU, British str., 1,227, Cogan, 18th August—Wakamatsu 12th August, Coal—Butterfield & Swire.
YAKHONG, British str., 1,424, Houghton, 19th August—Chingwangtao 13th Aug., Coal—Jardine, Matheson & Co.

VISITORS AT HOTELS.

HONGKONG HOTELS.	
Mr. P. R. Adams	Mr. & Mrs. A. Krause
Mr. F. H. Allen	Mr. G. M. Leach
Mr. E. H. Baker	Mr. J. P. Lawler
Mr. H. N. Beaupre	Mr. & Mrs. G. L. Lloyd
Mr. M. Breen	and child
Mr. & Mrs. A. C. Bunn	Mr. D. Macdonald
Bunn	Mr. C. Macleod
Mr. G. B. Clark	Miss K. A. Massey
Mr. H. E. Colvin	Mr. G. C. McIntosh
Mr. H. L. Condon	Mr. J. E. Mcnagh
Mr. L. Crenshaw	Mrs. M. E. Meyers
Mr. E. W. Day	Mr. & Mrs. W. M. Milne
Mr. C. D. Defer	Mr. H. J. Morse
Mr. & Mrs. Petermann	Mr. & Mrs. C. C. Morrison
and infant	Osborne
Mr. W. D. Fraser	Mr. B. L. Pooker
Mr. Denman Fuller	Mr. W. H. Hay
Mr. W. Ga'non	Mr. W. C. Reibling
Mr. E. J. Gibson & son	Mr. E. C. Richardson
& nurse	Mr. A. J. Skinn
Mr. E. H. Gill	Mr. E. Sordani
Miss V. H. Gill	Surgeon and Mrs. A. D.
Capt. T. T. Gray	and wife, M. A.
Mr. P. E. Heermann	Mr. W. J. Sparks
Com. Mr. E. A. Hewitt	Mr. J. Spittles
Dr. S. Hough	Mr. W. T. Topping
Mr. E. B. A. Hunt	Mr. F. M. Swift
Capt. R. Innes	Mr. & Mrs. J. K. Ward
Mr. C. L. Johnson	Mr. E. R. West
Mr. C. O. Kenech	Mr. E. A. Wilson
Mr. & Mrs. W. D. Kraft	Mr. A. Whitmarsh
Mrs. K. K.	
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Mr. S. Akiyama	Capt. and Mrs. W. C.
Dr. Happe	Passmore
Mr. K. Inouye	Mr. E. Rigold
Mr. N. Kemp	Mr. & Mrs. J. Silverstone
Mr. Georg Ku ick	Mr. E. E. Smith
Mr. H. N. Mody	Mr. & Mrs. Thompson
Mr. B. Nagamatsu	Miss H. M. Thompson
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Mr. & Mrs. Brownrigg	General Sir J. Marchado
Mr. B. Bulmer	R. C. M. S.
Mr. Butcher	Mr. R. S. Morrison
Mr. J. D. Butcher	Capt. Norton
Consul Genl. C. Cinetti	Mr. Hans-Popper
Dr. & Mrs. E. Clark	Mr. P. C. Potts
Miss Elida Clark	Mr. G. R. Potts
Mr. C. C. Cuthbert	Miss K. Fuchs
Mr. P. Sydenham Dixon	Mr. Th. Szo ozyk
Mr. K. E. Greig	Mr. S. P. Warbrook
Mr. Harrison	Mr. B. Webb
Mr. H. H. Hunt	Mr. and Mrs. E. A.
Mr. W. H. Tindal King	Wannink
Mr. L. V. Langstien	Mr. W. Arnold Zede-
Mr. L. Lauritzen	hus
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Dr. Gibbels	Mr. W. Pingle, jr.
Mr. W. F. Gray	Mr. Wm. I'eld
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Mr. Hoy	Mr. B. Taylor
Mr. H. W. J. Hunt	Mr. A. Uschmann
Dr. F. Key	Mr. H. Walke
Mr. Lennox	M. J. Weir